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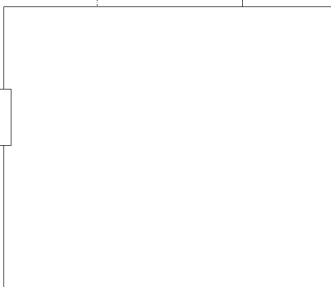
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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY China

SUBJECT Tsingtao and Taku Bar - Port Facilities and Conditions/



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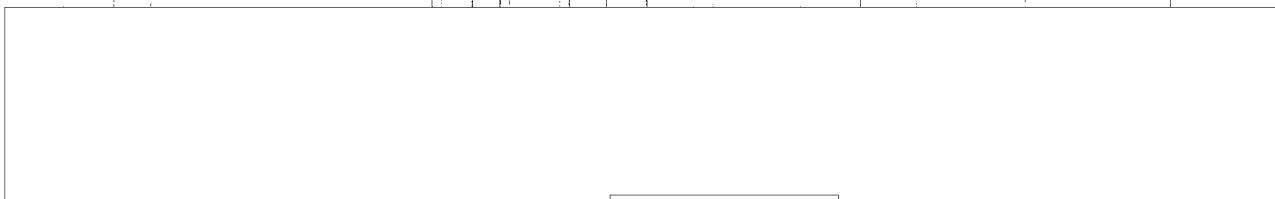
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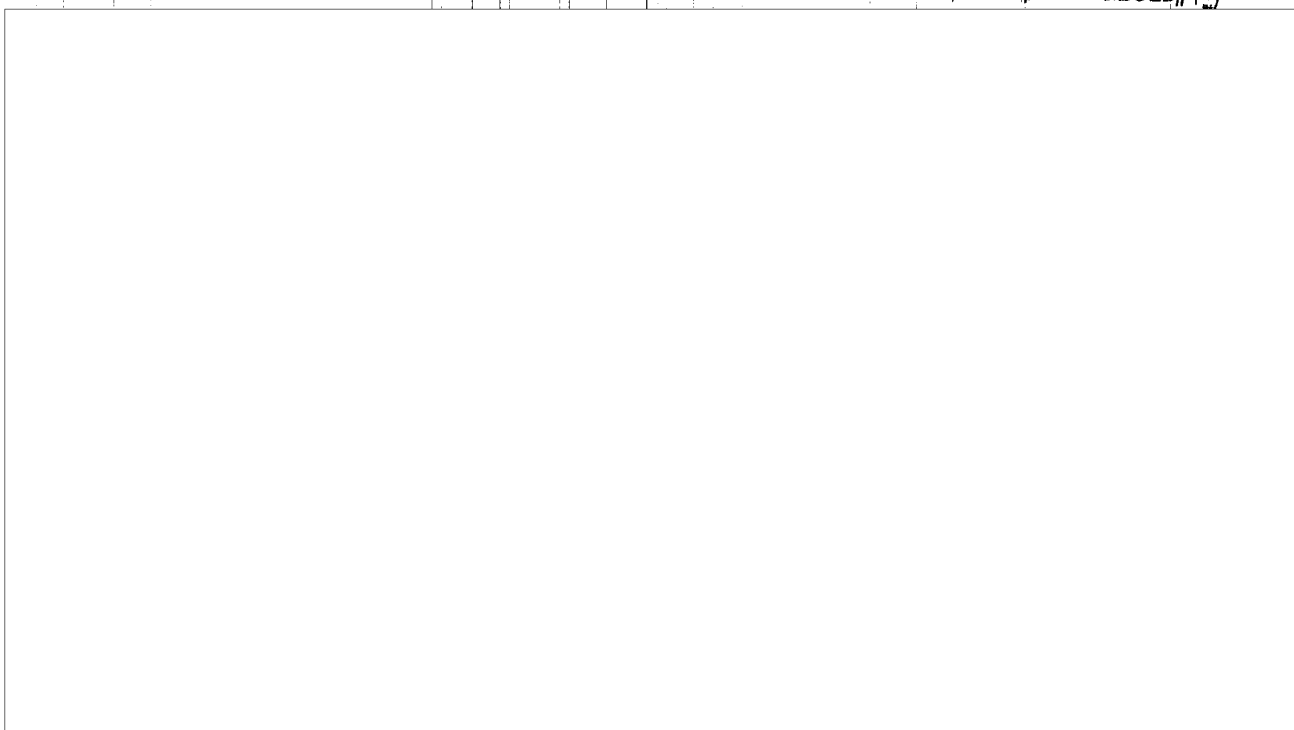
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- 3 -

50X1-HUM

6. Other Port Activity.

(a) There was a total of five tugs in the harbor, some of them of considerable size. [redacted] these tugs were capable of performing salvage work. Their stacks carried the following markings: three color bands: the top one black, the center one white and the bottom one black. In the white band there was a five pointed star painted red and showing yellow Chinese inscriptions. [redacted] many barges, heavily laden with material of an unknown nature, were worked in the harbor by these tugs. A pontoon, moored to the north side of No 1 wharf on the shoreward end of the pier, was used as a docking space for the tugs.

50X1-HUM

50X1-HUM

(b) An olive green guard launch, which, tied up at the end of No 2 wharf when not underway, was used to patrol the harbor and to service the lighted buoys.

(c) An olive green combination passenger and cargo ship berthed on the north side of No 1 wharf. This vessel was on a scheduled run between Tsingtao and Dairen. No military passengers were observed nor was the nature of the cargo determined. Two voyages were made during the stay of the STERLING VICTORY in Tsingtao.

50X1-HUM

(d)

(e) The Russian merchant ship CMSK was observed loading ore on the south-east side of No 5 wharf. It was noted that, although gun tubs were in place, no guns were mounted.

(f) One submarine, painted gray, entered port and was berthed at No 5 wharf. She was clean and looked well kept. She had no signs of life aboard and flew no ensign. Her length was estimated to be approximately 150 feet.

50X1-HUM

(g) [redacted] three large corvette-type naval craft docked on the north side of No 3 wharf. There was more naval activity in the vicinity of No 3 wharf two days later, when four MTB-type craft left the slip and proceeded out of the harbor in column. These four vessels, it was noted, had not been observed earlier, nor were they sighted again after their departure.

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50X1-HUM

(i) No aircraft of any description was seen or heard.

(j)

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Clearance procedure for passing through customs was as follows: A small book, issued to each crew member at time of arrival had to be signed by one of the guards on board, other than the one at the gangway. The time of departure from the ship was noted by the guard at the gangway in a place in the book provided for that purpose. Upon arrival at the customs office, just prior to leaving the yard, a slip of paper was made out which indicated whether or not a watch or pen were on the person leaving the yard area. On return to the dock area this paper had to be presented and the pen or watch had to be sighted.

50X1-HUM

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- 4 -

[REDACTED] 50X1-HUM

these were the only two items of real interest to Customs officials.

- (k) [REDACTED] there were several quonset-type buildings which were sunken somewhat into the earth. These buildings had corrugated iron doors and were covered with stones and dirt. One of the doors was open and [REDACTED] the walls were cement lined. [REDACTED] these were air raid shelters. [REDACTED] there were no tracks for use by flat cars or other freight cars, nor were any AA emplacements observed at any place in the port.

50X1-HUM

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- (l) The buildings to the right of the road were apparently used for naval purposes since naval guards, equipped with rifles and bayonets, were on duty surrounding these buildings.

50X1-HUM

(m) [REDACTED]

7. Provisions. [REDACTED] no fuel oil was available but that diesel oil could be purchased by the barrel in small quantities. Boiler water and fresh water was readily available; the cost for each was three shillings per ton. Fresh fruit, vegetables and meat were available at reasonable cost. [REDACTED] no more than ordinary sanitary precautions were taken in preparing the articles. [REDACTED] the old farming practice of using human excrement had been abandoned, which reduced the danger of dysentery and other diseases.

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8. [REDACTED]

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9. Passage from Taingtao to Taku Barr. Items of interest were noted at two points on the passage from Taingtao to Taku Barr:

- (a) The first was on Taikung Tao just out of Taingtao. On the southern part of the island there were 15 to 20 army type tents. The light-house located on this island was functioning properly. The lighthouse located on Siaukung Tao was not in operation. The lighthouse had been damaged by gunfire, probably of small caliber.

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- 5 -

- (b) The second item of interest was on hill 207, near Fort Point in Laoshan Harbor, where there were numerous pillboxes.
- (c) In addition to the pillboxes there were several apparently new buildings of the same type construction as those at the naval establishment in Ch'ing Tao Kou harbor.

50X1-HUM

10.

11. Possible Radar Site

[redacted] an object of the following description was observed: a pole, similar to a telegraph pole and apparently wooden, supported four cross members. Each cross piece was of shorter length than the one immediately above it so that the total picture gave a tapering effect. The length of these cross pieces could not be estimated. They appeared to be connected to each other by a short vertical slat running parallel to the main supporting pole. A wiring arrangement, which connected the horizontal members was observed to terminate at the base of the supporting pole. There were no buildings to be seen near the base of the pole or in the immediate vicinity. [redacted] this installation was not an aid to navigation, but rather some type of an electronic device.

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